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(Apararea Teritoriului)

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1. While stationed at Stalin (Brasov) Airfield from August 1949 to March 1952, [redacted] [redacted] the local Aerial Home Defense Organization (Apararea Teritoriului - AT). [redacted] the AT was solely by telephone and consisted of notifying the AT officer located somewhere in the city of Stalin (Brasov) of the next day's flying schedules. All activity of the AT was carried on in utmost secrecy [redacted]
2. [redacted] no information concerning the internal structure of this organization but can supply general information about its operation and areas of responsibility [redacted] acquired through the various regulations and restrictions which the AT placed on military flying units.

Area of Responsibility

3. The AT is a PVO-type organization which is subordinate to the Ministry of the Armed Forces (MFA) and which coordinates all aerial defenses in Rumania. Although the major command of the AT is located in Bucharest, the country is divided into three sub-commands, each being responsible for air activities and observation in its region.
4. Rumania is divided into three main military command zones, of which the regional AT organizations are a part. These command zones are as follows: Zone I, with headquarters at Iasi [4710N-2737E], responsible for the area of Moldova; Zone II, with headquarters at Bucharest [4425N-2606E], responsible for the regions of Dobrogea, Muntenia and Oltenia; Zone III, with headquarters at Cluj [4644N-2333E], responsible for the region of Transylvania, including the Ardeal and Banat regions.

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Each of these military zones has a regional AT which is responsible for aircraft warning within the area.

5. The major AT command in Bucharest coordinates the functions of the three regional AT sub-commands, which have headquarters in Bucharest, Cluj and Iasi. [] 25X1
- [] the 17th Bomber Regiment at Brasov Airfield, advised the local AT at Brasov 24 hours prior to any local flight and 48 hours prior to a cross-country flight. The local AT issued final clearance after receiving approval from Bucharest. [] while on duty at Zilistea and Tecuci Airfields, during the Summer of 1950, the flight schedule notification was given to Iasi. [] during 1951, the 6th Bomber Regiment had continual difficulty and arguments with the Brasov AT which had received several complaints from the Cluj AT to the effect that aircraft stationed at Brasov violated their prescribed routes by flying over Cluj territory. The incursion into Cluj territory occurred just north of the town of Brasov in the vicinity of the town of Sfantul Gheorghe [4552N-2547E]. [] in order to approach Brasov Airfield for landing, aircraft often had to fly into that region and although the Brasov AT had been notified of the flights, the Cluj AT would report them as unscheduled flights, and place a complaint through the Bucharest AT Headquarters. The problem was ultimately solved by attaching the area just south of Sfantul Gheorghe to the Brasov AT.

6. [] no information concerning the internal structure or organization of the AT and its components. [] supply general information on this organization.

Components of the AT [See Enclosure (A) [] Organizational Chart of the Rumanian AT]. 25X1

7. There are two organizations which are subordinate to the AT:

- (a) OILA - [] In 25X1 Rumanian a word is made of the four letters and pronounced phonetically as "oila".

- (1) Missions of Organization. The "OILA" is the title given to the AT spotters and listening posts which are part of the Rumanian aerial warning network. It is commonly said that the OILA employs a very large number of troops stationed throughout Rumania, especially in frontier regions, for the specific mission of reporting every aircraft which flies in the region of the particular observation post. [] sonar and visual aids are the only equipment used by the organization. [] the service operates as follows:

- a. Upon observing an aircraft, the OILA lookout reports it to his higher rear echelon by telephone, supplying data as to the type of aircraft, estimated altitude, speed, and direction of flight. The OILA lookout is forewarned whenever training flights are to take place over his area of responsibility, being given this information by the local AT organization, which has been advised of any scheduled military or civilian flights by the regional AT or by the military air unit in the vicinity. [] OILA personnel keep careful vigil and conscientiously report all deviations from the prescribed air route. During 1951, while at Brasov Airfield, on several occasions [] telephone calls from the Brasov AT which reported that Brasov aircraft were not following the scheduled itinerary which had been submitted the previous day.

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- b. [] the regional AT supplies the OILA organization with the following data:

Date and time of flight

Type of aircraft

Name of commander of aircraft

Itinerary

Altitude

Wave length used that particular day, if aircraft is equipped with radio.

Should the OILA lookout spot an aircraft which has not been previously announced by the AT, he will contact the AT by telephone, either through a direct military line, or through the civilian circuits by using the word Vozdukh /Russian word for air/ which would give the user immediate priority telephone clearance.

- (b) Defense Against Aircraft (Apararea Contra Aeronavelor - ACA) /the terminology used for anti-aircraft units./

- (1) This organization is administratively subordinate to the Ministry of the Armed Forces (Ministerul Fortelor Armate - MFA). The AT has the prerogative, however, of ordering the ACA (AA) guns into action at a moment's notice, and operationally speaking the ACA is subordinate to the AT. [] one25X1 incident in December 1951, [] two PO-2's take off from Brasov Airfield without having requested clearance from the AT. The aircraft were spotted by OILA personnel; the AT called Brasov and claimed that it would order the ACA guns to open fire unless the aircraft were recalled. There was no question that immediate contact and liaison existed between the AT and the ACA and another aircraft was sent up to motion the two PO-2's back to the airfield. Pilots were often warned not to deviate from their prescribed routes since the OILA kept constant vigil and their plane might be shot down by AA fire. 25X1

8. [] no radar installations in Rumania and have seen no radar equipment, except that used by the Germans during WW II. [] all German radar was confiscated by the Soviets after 1944. [] radar antenna pictorial materials as in the AIG (sic) [] had seen no such equipment in Rumania since 1944. 25X1

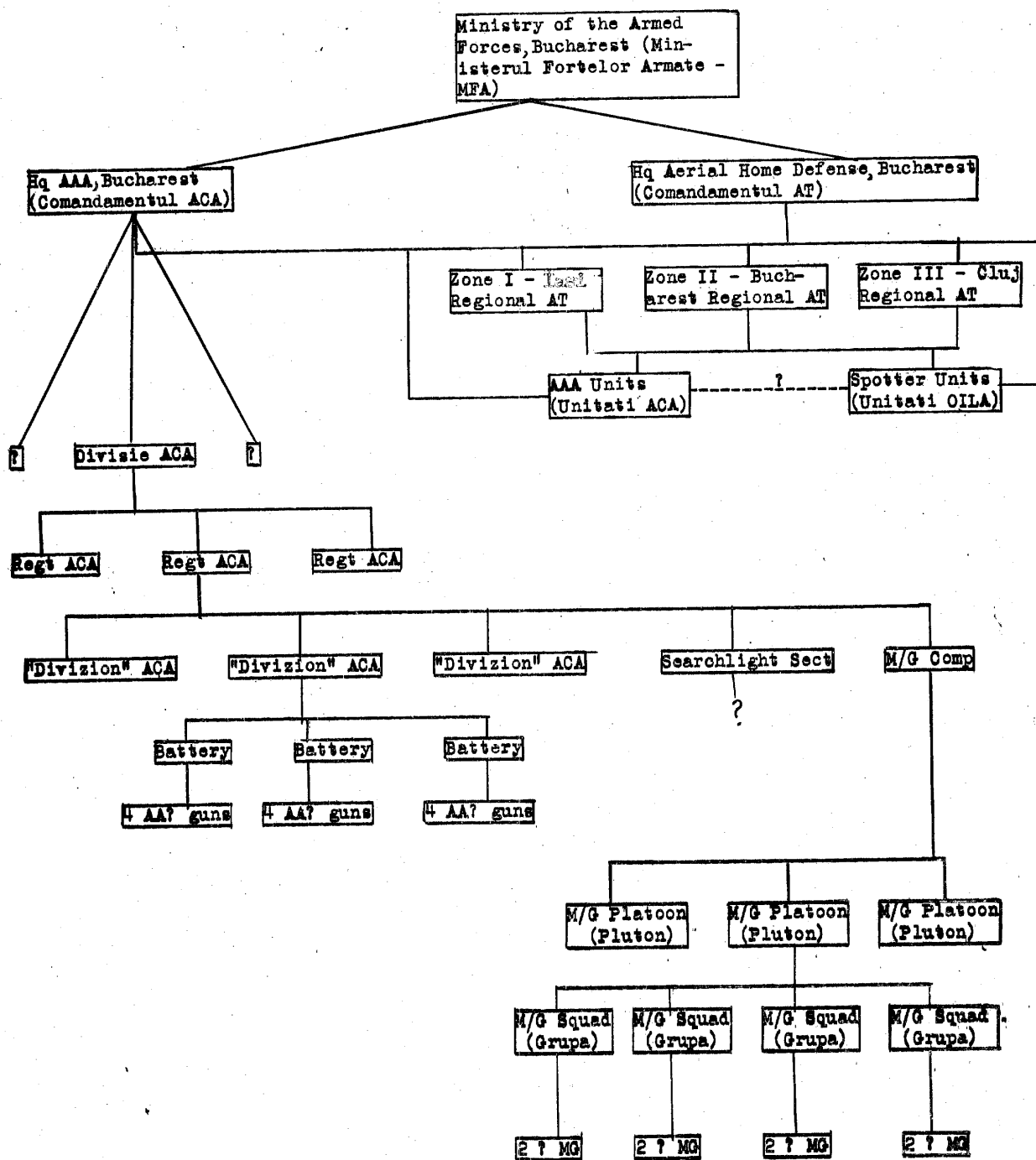
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Enclosure A: Organizational Chart of the Aerial Home Defense Organization (Apararea Teritoriului - AT) and the Defense against Aircraft (Apararea contra Aeronavelor-ACA)

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 Organizational Chart of the Aerial Home Defense Organization (Apararea Teritoriului - AT) and the Defense Against Aircraft or AAA (Apararea Contra Aeronavelor - ACA)



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